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Hongkong Daily Press.

ESTABLISHED 1857.

No. 12, \$1.

號一十八百六十二年十一月四日光

HONGKONG TUESDAY, OCTOBER 18th, 1898.

二月

號八月十一年八月八日

PRICE \$1 PER MONTH

GOLD MEDALS PARIS 1867-1898
JOSEPH GILLOTT'S PENS.
The Only...
AWARD
Obtained
Numerous for Pen & Papers
Baron Fenn, 225, 126, 262,
Silver Pens, 227, 200, 287, 168,
In Blue, Medium, and Broad
Points.
THE NEW TURNED-UP POINT, 1600
1600

SHIPPING.

ARRIVALS.

Oct. 18. GERMAN, German steamer, 1,713.
H. L. Moller, Java 7th Oct., Sugar.—
JENSEN & CO.

Oct. 17. PRITANG, German str., 953, R. Kohler,
Wahia 12th Oct., and Chinkiang 13th, Rice
and General—STEAMSHIP CO.

Oct. 16. CHINAHOMI, British str., for
Takao, Chinese str., for Kweichow.

MANSON, British str., for Hoihow.

ROBERT, British str., for Shanghai.

SUNGKONG, British str., for Yokohama.

NIPPON MARU, Japanese str., for Yokohama.

TODDINGTON, British str., for Swallow.

HARDY, British str., for Anson.

DEPARTURES.

Oct. 16. AMARA, British str., for Seion.

Oct. 17. BARNACLE, British cruiser, for a cruise.

Oct. 17. HERMES, Norwegian str., for Hongkong.

Oct. 17. FUSHUN, Chinese str., for Shanghai.

Oct. 17. MICHAEL JENSEN, German str., for
Haiphong.

Oct. 17. CANTON, British str., for Swatow.

Oct. 17. ROBERTA, British str., for Yokohama.

Oct. 17. SUNGEIAN, British str., for Manila.

PASSENGERS.

DEPARTED.

For Sungkong, for Manila, Mrs. Sanger, Mrs.

Dickson, Miss Nair, Miss Balint, Mrs. Villar,

Mrs. Weidman, Mr. and Mrs. Narwood, Messrs.

Fife, W. S. Ryan, T. C. Jenkins, L. Perrin,

Gibson, Barretto, London, Ossian, Cawley,

W. Williams, Mr. and Mrs. T. W.

Cochrane, from Hongkong for Kobe, Messrs.

J. N. Dunham, C. A. Cannard, and D. A. Zym-

labeck, from Yokohama, Mr. G. Kati, Mr.

and Mrs. Mario, From London, Mr. Tuthill,

Mrs. and Miss Bishop, From Marsilles, Mr.

Willmer, From Penang, Mr. Williams,

Mr. and Mrs. T. C. and Mrs. A. E. and Mrs.

For Kuan-yang, for Tientsin, Mr. and Mrs.

For Tien-tsin, child, Mrs. Sam Chuan,

Hing and Chan, King, Sing, for Calcutta,

Miss Nelia-J. Lewis, and Mrs. F. M. E.

Bassell.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. J. H. Aitken Mr. J. Y. Mayston

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Mr. & Mrs. Barretto & Mr. W. A. Morgan

Mr. B. J. Barlow Mr. Morier

Mr. Buttell & son Mr. & Mrs. Murphy

Mr. & Mrs. A. H. Bot

trton, Mr. A. J. Pitcher

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Mr. W. H. Gibson Mr. & Mrs. A. (4)

Mr. E. H. Gordon Mr. & Mrs. Putt

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Mr. F. W. Clark Mr. P. F. Pedersen

Mr. Crowley Mr. L. P. Perin

Mr. J. G. D'Arcy Mr. & Mrs. Murphy

Miss Drim Mr. & Mrs. Niueggi

Mr. E. J. East Mr. A. C. Van Nieop

Mr. H. G. Gibson Manager

Mr. H. J. Aitken Chef de Cuisine

City Office, No. 7, Duddell Street.

HAPPY RETREAT.

HAPPY VALLEY, SOUTHEND OF RACE COURSES.

REPRESENTATIVES, DINERS

to be appointed.

SPACIOUS TENNIS GROUND

available at \$1.50 per afternoon

(from 3 to 7 p.m.).

Ten-party entertainments served at moderate

prices.

HO MAK-CHONG,

Proprietor.

METROPOLIS HOTEL,

SAUKI WAN ROAD.

A N easy and delightful drive from the

City.

WILL OPEN on SATURDAY, October

23rd.

Fine brands of Wines, Spirits, and Beers.

Luncheons and Dinners served on the short

est notice.

Telephone No. 123.

CHAS. DALTON,

Manager.

HONGKONG, 15th October, 1898. [2218]

"BOA VISTA" HOTEL

MACAO.

The only FIEST CLASS HOTEL in the

Colony. Very moderate terms by the

day or month. European Management.

MACAO is distant 40 miles West of Hong-

king and the journey is made each day (SUN-

DAYS excepted) by the Magnificent Saloon

Steamer "HUNG-SHAN" in 3 hours.

Canton to Macao by Company's Steamer to

Macao from Canton.

Visitors should not miss the chance of visit-

ing this famous old City.

For Terms, apply

THE MANAGER.

Telegraphic Address, "Boavista."

[2216]

HING KEE HOTEL,

ESTABLISHED 1879.

MACAO.

A NEW large 3-storey building has been well

built in place of the old well

famed establishment. It is pleasantly situated

in the centre of PRAYA GRANDE, facing south,

commanding a charming view of the sun on the

front.

All Bed-rooms well furnished and comfortable.

Cuisine Excellent. Terms Moderate.

I. HING KEE, Proprietor.

Telegraphic address, "Hingke."

[2219]

A MOY HOTEL,

KULANGSOO ISLAND.

THE Proprietor of this First-Class Establish-

ment begs to inform the public that he is

now prepared to receive visitors. The Hotel is

very nicely situated and commands a magnifi-

cant view over the harbour. Special atten-

tion is given to the Cuisine and the best of Wines

are supplied.

R. ZOLINER,

Proprietor.

Telegraphic Address:

AMOY HOTEL.

[2206]

NOTICES OF FIRMS

N O T I C E .

NOTICE is hereby given that we have trans-

ferred from the 1st of July, 1898, to the

OSTASIATISCHE HANDELS-GESELLSCHAFT.

(East Asiatic Trading Company)

of HAMBURG all our business as carried on

in HONGKONG and CHINA with the assets

and liabilities thereof.

Hongkong, 23rd September, 1898.

HARLING, MUSCHMANN

& MENZELL.

[2207]

REFERRING to above notice we have as

from the 1st of July, 1898, opened

branches of our business in HONGKONG and

CHINA and ABERDEEN (Scotland) PO-

LISHED GRANITE MONUMENTS (Scotland)

POLISHED GRANITE SAMPLES ON

EXHIBITION.

DESIGNS & PATENTS APPLICATION

at No. 1, Queen's Road, East, Hongkong.

Hongkong, 17th October, 1898. [2223]

B. J. REMEDIOS,

FOREIGN & COLONIAL STAMP

DEALER.

INTIMATIONS

BROWN, JONES & CO.
DEALERS IN
AMERICAN AND ITALIAN MARBLE
AND HONGKONG GRANITE.
CEMETERY MEMORIALS.
Designs and Prices on application.
Office, 47, QUEEN'S ROAD CENTRAL. [270]

**A. S. WATSON & CO.,
LIMITED.**

FLOWER AND VEGETABLE

SEEDS.

FOR THE SEASON 1898/1899.

Orders are now being executed.

Fried Catalogues with Hints for Gardening
can be obtained on Application.

These SEEDS are supplied to us by the best
growers in the World. It is particularly re-
quested that care be taken when sowing and
supervision exercised over Chinese gardeners,
whose inexperience in dealing with the Seeds
may sometimes lead to disappointing results.

CLAY'S FERTILIZER

Supplier natural nourishment to the soil.

IN TINS

10lbs. each.....\$1.75

25.....\$4.50

RANSOME'S LAWN MOWERS.

The Best and Cheapest Machines in the Market
Supplied at Manufacturer's Prices.

A. S. WATSON & Co., LIMITED.
THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

Hongkong, 9th September, 1898. [24]

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ONLY letters addressed to "The Editor" will be answered.
Correspondents forward their name and address
with communications addressed to "The Editor," not
otherwise, but as evidence of good faith.
All letters of application should be written on one
side of the paper only.

No anonymously signed communications that have
already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be
sent before 11 a.m. on day of publication. After that
hour the supply is limited. Only supplied for Cash
P.O. Box 20. Telegrams No. 12.

The Daily Press.

HONGKONG, October 18th 1898.

RECENTLY in the Times a telegram from Hongkong appeared stating that all the ports on the West River were "thrown open" to trade. We will not stop here to enquire what the author of this understands by "thrown open to trade"; but we suspect it is used in the same way and with equal meaning as the expression "to trade with the natives" which figures so prominently in the prospectuses of African companies, chartered or otherwise. That is to say, it means nothing at all! Doubtless it is a fine sounding phrase, calculated to catch the eye of the British public, but if we mistake not, the time has come when earnest endeavours must be made to throw some light on the China problem by supplying those at home with reliable information to enable them to judge of the important issue that is at stake in the opening of the inland waters of that country. How important that issue is for all merchants and manufacturers, as well as shipowners, we endeavoured to call attention to in our leader of April 30th last, when we showed that the imposing of an equal tariff on native goods, whether junk or steamer-borne, had a distinct relation to the laying down of British goods. It is satisfactory to see that this view of the question receives support from so able an exponent as Mr. BYRON BRENNAN, whose opinions all thinking men will read with attention and interest. Mr. BRENNAN, in his report for Canton, 1897, says:—"As general carriers between two treaty ports foreign steamers have little chance of competing against junks, especially if the ports happen to be in the same province and at no great distance from each other. Junk-borne goods would probably pay lekkin at the port of shipment and discharge and more. Steamer-borne cargo would pay lekkin at both ends to the provincial officials; and in addition a full duty and a half to the foreign Customs, merely for the reason that it was carried by steamer. The consequence is that steamers get no native cargo between ports and they must get their freight out of foreign "gongs" (the Italiens measure). This causes the freight to be so high that the advantage is all on the side of the junks. This practice of placing steamers plying inland under the same regulations as on the coast seriously retards the expansion of domestic trade, and the injury thus caused will become more apparent when, as promised, all inland waters shall have been opened to steam-navigation. There is obviously something absurd in regulations which impose an additional tax amounting to 7½ per cent. on all goods carried by steamers, as if steamers were the luxury of the rich who can afford to pay more than persons shipping by junk."

Another case of carrying arms without a license came before Commander Hastings yesterday, the latter being a Chinaman and the arms being carried in a gunny bag bound round a junk in the harbour that was returning and found there 50 cases. On opening one he found it contained sword bayonets. He arrested defendant, who told him he was acting for Messrs. Carville & Co. and produced a paper to show this. Mr. Bischoff, of Messrs. Carville & Co., said the arms, which were to be sent to Amoy, were in course of transhipment, and that he was not aware that a permit was required for that purpose. A fine of \$1 was imposed with advantage.

Then comes clause 5:—"Cargo shipped on native boats to be towed by steamers is to be on the same footing as regards duty payment as steamer cargoes." This is satisfactory in so far as all the vessels now towed by launches and which carry cargo will come under the one administration; but at present, where the launch comes under the Customs and the boat towed under the lekkin, with of course the usual results, namely, differential rates. This still leaves it open for launches to tow native boats and drop them just before coming to a treaty port or inland station, in which case the lekkin will claim the boat and her cargo as owing under them because it is not towed by a steamer, and in this way maintain a system of differential rates; but as the very wise step has been taken of making the dues and duties collected on domestic trade available for provincial purposes we do not look to much of this, neither do we see very well how it could be stopped, short of giving the Customs the control of junk as well as steam traffic. In time of course this must come. "Cargo shipped on Native or Foreign boats" (the Italiens measure). "This causes the freight to be so high that the advantage is all on the side of the junks." This practice of placing steamers plying inland under the same regulations as on the coast seriously retards the expansion of domestic trade, and the injury thus caused will become more apparent when, as promised, all inland waters shall have been opened to steam-navigation. There is obviously something absurd in regulations which impose an additional tax amounting to 7½ per cent. on all goods carried by steamers, as if steamers were the luxury of the rich who can afford to pay more than persons shipping by junk."

Following down we then come to clauses 8 and 9, and it is here that we are promised the publication of the Rules, &c., to be in force at places where dues and duties are payable—in other words, how much we have to pay and where we have to pay—before the end of the Chinese year. It is, however, not quite clear from these clauses whether the official who is to be appointed from the provincial authorities to collect the dues and duties on provincial account will be paid by the steamer company or by the port authority. The first German officer to act (called by the Chinese in their primitive language, "the house"), opened on 21 April, 1897, was succeeded by a second in September. Such was the competition for employment in the first, that the previous with actually invited by country leases anxious for the job of breaking eggs and separating the white from the yolk at the rate of about 100 pairs a week. Only about 20 were wanted, and about 200 applied.

So three packing factory chimneys already rise over Wuhan, the capital of the Hubei Province, where the Chinese have the

Shimomoto Treaty of 1898. The former is slow and is arranged for, but the latter appears in some doubt. San cargo brought from Pusan to Canton will be paid according to Pusan, or not? If not, will it be weighed and examined there, and a certificate granted for it by the local officials on which the duty will be assessed when the goods arrive at Canton? If so, there should be no difficulty in the matter; but we submit that by the reading of the clauses this is not quite clear. We await, however, with confidence to elucidate this point. As our readers may remember, we pointed out in our leader of the 12th July, already referred to, that this difficulty of a tariff showing the places to be stopped at and the amount to be paid at each had to be met and got over, and we say now we did then, that these are the first steps to be taken in a scheme of internal reform, which great task, as it seems, needs firmness on the part of the authorities and forbearance and vigilance on the part of the merchants to bring to a successful issue.

It is with some disappointment that we find Hongkong is not to participate directly in the benefits of the new opening of waters.

There were 2,496 visitors to the City Hall Museum last week, of whom 168 were Europeans.

General Borgnis-Desbordes has been appointed commander-in-chief of the troops in Indo-China.

The only cases of communicable disease notified as occurring in the colony last week were two of enteric fever.

H.M.S. *Reindeer*, which now carries the flag of Admiral Fitzgerald, went out for steam trials yesterday.

We have of a letter received by the Australian mail on Saturday only bearing delivered yesterday morning.

A boatman was yesterday fined £10, or three months, by Commander Hastings, for being in unlawful possession of 12 bags of brown sugar.

For cruelly protracting poultry by carrying them in a basket in such a manner as to cause needless pain and suffering a Chinese lawman was yesterday fined \$10 at the Magistracy.

At the Magistracy yesterday a Chinaman charged another with having a field watch belonging to him. He told a lawman, but the police had in the meantime made inquiries, as the result of which defendant was discharged and complainant fined \$25 for lying.

Dr. Ovidio Alpino, the Chief Justice of Macao, has received a telegraphic communication offering him the appointment of Secretary to his Excellency, Senator Jose Alpino, the Minister of Justice, and his leaves for Portugal by the next French mail.

At the Magistracy yesterday the master of a junk was fined \$5 for attempting to leave the waters of the colony without a clearance permit, and two boatmen were fined respectively \$15 and \$25 for neglecting to exhibit lights on their boats between sunset and sunrise on the 16th instant.

A seaman named William Gilvie, who said he came from New Zealand, was charged at the Magistracy yesterday morning with vagrancy. He was found to be a native of Scotland on Saturday morning. He had previously been in the house of detention, but had had no chance of getting work. He was declared a vagrant and sent back to the house of detention.

For safety's sake I am enclosing a copy of DAILY PRESS should be inserted in other papers.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash P.O. Box 20. Telegrams No. 12.

Mr. Consul Fraser in his Report on the trade of Wuhan for the year 1897 says:

An Anglo-Chinese company, called "the Wu-Han & Flots Mill Company, Limited," registered in Hongkong under the Companies Act, commenced business on 27th March, 1898. The rice, bailed or demised by it, was sold considerably higher than that turned out by the hand mills, and yet sold cheaper. I do 10 per cent. on 140 catties. (The price must have risen.) Besides bailing grain, the mill grinds it into fine flour, which sold at 2 dols. per lb. sack. Much of the machinery comes from Syracuse, New York State, U.S.A. The company has a large number of steam-powered engines, and the machinery is well suited to the requirements of the market.

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Again, the President of the Philippine Republic, has at last been supplied with his official gold collar, which is described in *La Republica Filipina* as follows:—First, Mr. R. V. Butler, third prize. Mr. K. K. Kow, a financial statement was presented showing a profit of \$340 on the past nine months' working of the Institute. A sumner followed, in which some capital sums were rendered by Messrs. Van Nieuw, Murdoch, and C. T. Robinson. Mr. A. J. M. Farr accompanied.

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Then comes clause 5:—"Cargo shipped on native boats to be towed by steamers is to be on the same footing as regards duty payment as steamer cargoes." This is satisfactory in so far as all the vessels now towed by launches and which carry cargo will come under the one administration; but at present, where the launch comes under the Customs and the boat towed under the lekkin, with of course the usual results, namely, differential rates. This still leaves it open for launches to tow native boats and drop them just before coming to a treaty port or inland station, in which case the lekkin will claim the boat and her cargo as owing under them because it is not towed by a steamer, and in this way maintain a system of differential rates; but as the very wise step has been taken of making the dues and duties collected on domestic trade available for provincial purposes we do not look to much of this, neither do we see very well how it could be stopped, short of giving the Customs the control of junk as well as steam traffic. In time of course this must come. "Cargo shipped on Native or Foreign boats" (the Italiens measure). "This causes the freight to be so high that the advantage is all on the side of the junks." This practice of placing steamers plying inland under the same regulations as on the coast seriously retards the expansion of domestic trade, and the injury thus caused will become more apparent when, as promised, all inland waters shall have been opened to steam-navigation. There is obviously something absurd in regulations which impose an additional tax amounting to 7½ per cent. on all goods carried by steamers, as if steamers were the luxury of the rich who can afford to pay more than persons shipping by junk."

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VESSELS ON THE BERTH.

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	DESTINATIONS
LONDON	[Formosa]	About 20th	Freight or Passage.
	[A. G. Cubitt, R.N.R.]	October	
YOKOHAMA VIA SHAL	[C. L. Daniel]	About 21st	Freight or Passage. (Pass- NAGASAKI & KOBE)
SHANGHAI	[BENGAL]	About 23rd	Freight or Passage.
LONDON, &c.	[PARMA]	Noon, 23rd	Sue Special Advertisement.
YOKOHAMA VIA NA	[S. D. Lockyer, R.N.R.]	5 P.M., 29th	Freight or Passage. (Pass- GASAKI & KOBE)

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 18th October, 1898.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.	DESTINATIONS.	SAILING DATES.
STEAMERS.		
KAWAHARA MARU	{ KOBE & YOKOHAMA	{ WEDNESDAY, 19th Octo- ber, at 4 P.M.
OMI MARU	{ NAGASAKI, KOBE, & YOKOHAMA	{ MONDAY, 24th October, at 4 P.M.
KANAGAWA MARU	{ MARESSES, LONDON, & ANT- WERP, VIA SINGAPORE, PEKING	{ THURSDAY, 27th October, at 4 P.M.
KAGOSHIMA MARU	{ KOBE & YOKOHAMA	{ FRIDAY, 28th October, at 4 P.M.
TAMASHIRO MARU	{ THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY, and MEL- BOURNE	{ FRIDAY, 29th October, at 4 P.M.
KINSHU MARU	{ SEATTLE, WASH. U.S.A., V. KORN	{ SATURDAY, 5th November, at 4 P.M.
MARU	{ AMOY, & TAMSUI	{ TUESDAY, 8th November, at 4 P.M.
SADO MARU	{ MARESSES, LONDON, & ANT- WERP, VIA SINGAPORE, PENANG	{ TUESDAY, 8th November, at 4 P.M.
• THROUGH Passages Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.		
For further information as to Freight, Passage, Sailings, &c. apply at the Company's Local Branch Office at No. 7, Praya Central		
A. S. MIHARA,		
Manager.		

Hongkong, 18th October, 1898.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 16 knots

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

EMPIRE OF CHINA...Capt. R. Archibald, R.N.R....WEDNESDAY, 26th Oct., 1898
EMPIRE OF INDIA...Capt. O. P. Marshall, R.N.E....WEDNESDAY, 23rd Nov., 1898
EMPIRE OF JAPAN...Capt. G. A. Lee, R.N.E....WEDNESDAY, 21st Dec., 1898

THE magnificient TWIN SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and neatly make the voyage YOKOHAMA to VANCOUVER in 12 days, saving THREE DAYS to a week in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent from the PACIFIC to the ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent may travel AROUND THE WORLD. Return tickets will be issued to all principal cities in the United States, Canada and Europe.

Passenger Booked through to principal cities in the United States, Canada and Europe.

SPECIAL RATES (First class only) to Misssionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS second to none in the World, the LUXURANCE of its TEAMS-CONTINENTAL TRAINS (the Company having received the highest award for size at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY around which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisines are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c. apply to

D. E. BROWN, General Agent,
Pedder Street.

Hongkong, 29th September, 1898.

NORTH GERMAN LL'YD HAMBURG AMERICA LINE
(Freight Service). (East Asiatic Service).Taking cargo of through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN Ports.PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

s.s. ALESIA	LONDON, HAMBURG, AND ANTWERP	About 17th	Freight.
Capt. Mayrleiter	October, 4 P.M.		
s.s. NUERNBERG	HAVRE AND HAMBURG	About 22nd	Freight.
Capt. von Binsen	October		
s.s. ANDALUSIA	LONDON, HAMBURG AND ANTWERP	About 4th	Freight.
Capt. Schrotter	November		
s.s. BABELSBERG	HAVRE AND HAMBURG	About 8th	Freight and Passage.
Capt. Pfaff	November		

* These steamers have superior accommodation for Passengers and carry a Doctor and Stewards.

For further particulars as to Freight, Passage, &c. apply to

CARLOWITZ & CO.,
Agents.

Hongkong, 17th October, 1898.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

s.s. ALEXIA	LONDON, HAMBURG, AND ANTWERP	About 17th	Freight.
Capt. Mayrleiter	October, 4 P.M.		
s.s. NUERNBERG	HAVRE AND HAMBURG	About 22nd	Freight.
Capt. von Binsen	October		
s.s. ANDALUSIA	LONDON, HAMBURG AND ANTWERP	About 4th	Freight.
Capt. Schrotter	November		
s.s. BABELSBERG	HAVRE AND HAMBURG	About 8th	Freight and Passage.
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